

United transportation union

CALIFORNIA STATE LEGISLATIVE BOARD



921 • 11th STREET • SUITE 502. SACRAMENTO, CALIFORNIA 95814 • (916) 441-2051

FHWA-97-2176-5

QA 17555

March 4, 1993

FHWA Docket No. MC-92-10
Room 4232, HCC-10
Office of the Chief Counsel
Federal Highway Administration
400 Seventh Street, S. W.
Washington, D. C. 20590

LEGIS. REGS.
DIVISION 1

03 MAR 9 4 7: 58

FEDERAL HIGHWAY
ADMINISTRATION

Gentlemen:

Re: FHWA Docket No. MC-92-10

I am writing with regard to the Notice of Proposed Rulemaking which appeared in the Federal Register dated Friday, January 15, 1993, relative to the above-captioned docket number.

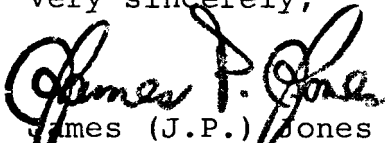
In this connection, I am enclosing a copy of the pertinent portion of a communication which I received from my local representative, here in California, who is also a commercial driver.

Please allow the enclosed comment to be the submission of this office to your agency to assist in your consideration of the proposal to amend FHWA Docket No. MC-92-10, regarding mandatory minimum training requirements for operators of longer combination vehicles (LCV's).

I am requesting that the enclosed comment be made a part of the official record of this proceeding.

I am enclosing a self-addressed, stamped postcard in order to receive verification of your receipt of the enclosed comment.

Very sincerely,



James (J.P.) Jones
State Legislative Director

JPJ/lw
enclosures

DOCKET MC-92-10-4
PAGE 1 OF 2

Mr. J. P. Jones
Calif. Leg. Director

Re. FHWA, DOT, Advance notice of proposed Rulemaking
[FHWA Docket No. MC-92-10] RIN 2125-AC92 -
Mandatory minimum Training Requirement of Operators
of Longer Combination Vehicles (LCVs)

Sir,

At present these proposed rules do not effect my membership. But our concern for the safety of the General public, and the possibility of these vehicles someday Traveling our freeways we feel we must address this issue.

As for training it must be extensive and the individual doing the training must be of the highest caliber. The instructors should be certified by a regulatory agency who would set standards and recertify every 2 yrs.

We believe the state Highway Patrol would be the most competent agency to administer this program. We also believe that the Employer should be held accountable if the Training requirements are not met.